



SOUTH FOCUS AREA

LONG-TERM TYPICAL SECTION

HALLADAY ST. TO N. 38TH ST.

DRAFT CONCEPT*

DESCRIPTION OF PREFERRED FUTURE ROAD CONFIGURATION

Development Environment:

The Aurora Bridge (George Washington Memorial Bridge) is an older structure with narrow sidewalks (5 feet), narrow travel and curb lanes (both 9.5 feet), and no median.

Proposed changes to the existing cross-section in conjunction with private property redevelopment:

The SR 99 Corridor Study was asked to determine if it is structurally feasible to add a median barrier, wider lanes, and wider sidewalks on the existing Aurora Bridge. The study determined that it is not structurally feasible to widen the existing bridge to accommodate all of the desired improvements. Due to weight restrictions, the study determined that it would be necessary to relocate the existing sidewalks underneath the bridge deck to accommodate a median and wider lanes.

By relocating the sidewalks underneath the bridge deck, 10-foot sidewalks, 11- to 12-foot travel lanes and a median barrier can be constructed.

The study will present the proposed bridge improvements as a concept to be further studied if determined to be an improvement priority and financially feasible.

The benefits of the bridge improvement concept are described below:

Curb and Travel Lanes:

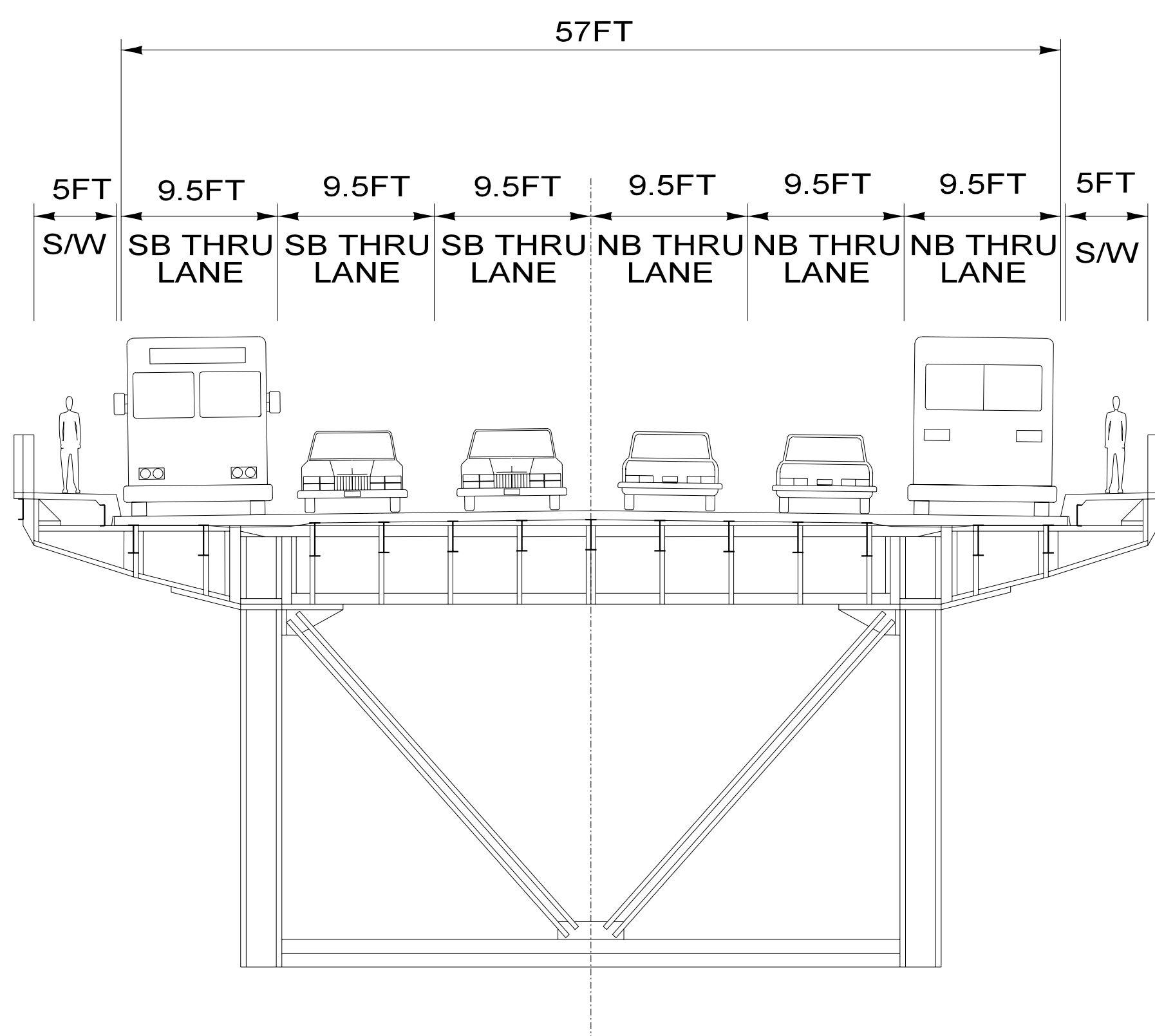
-Existing travel lanes are too narrow; contributing to sideswipe accidents and reduced capacity. Wider lanes will significantly improve the safety and performance of the roadway.

Median:

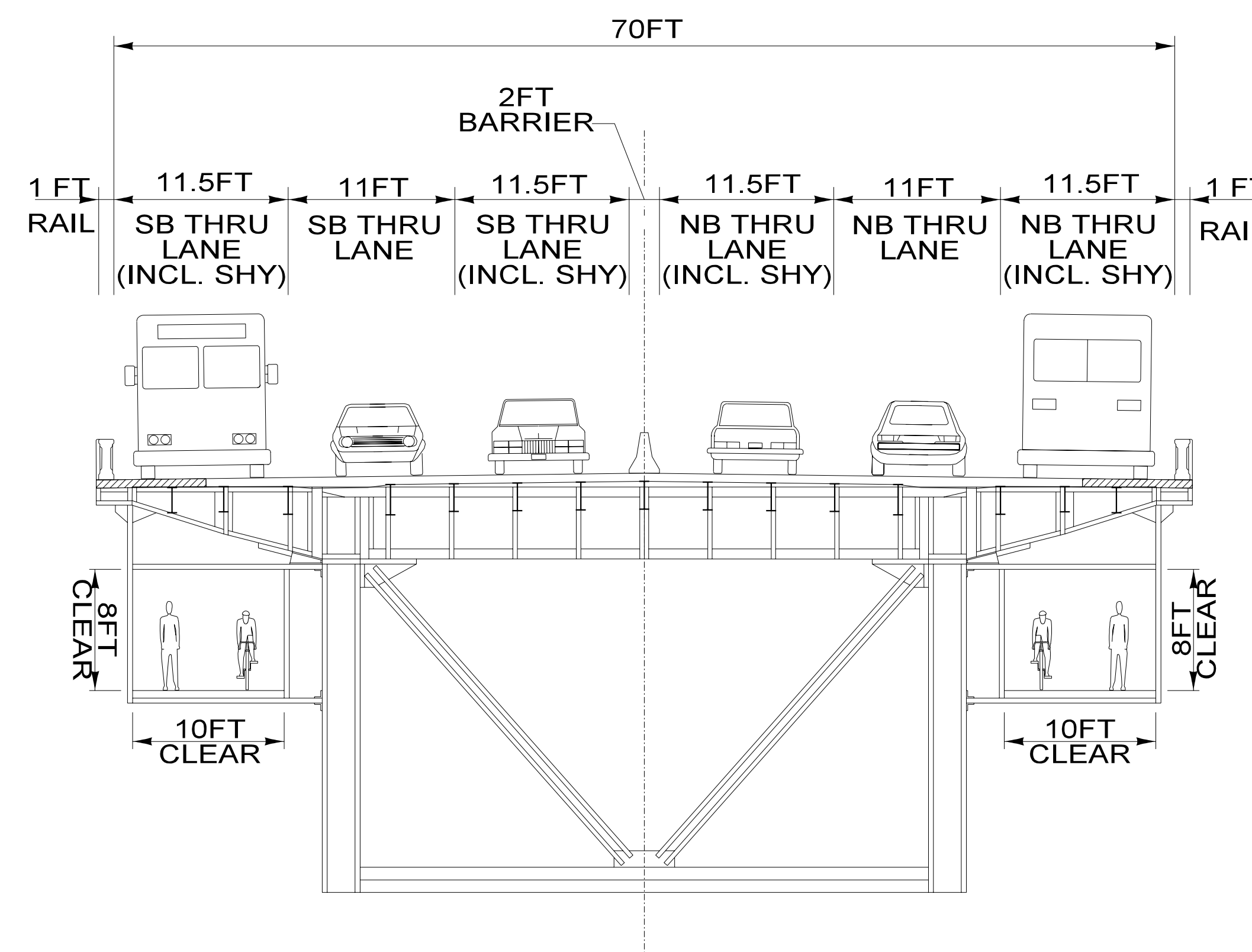
-A raised median is recommended to minimize the number and severity of accidents involving vehicles crossing over the centerline.

Sidewalks:

-The existing sidewalks are only five feet wide. The sidewalk is separated from the travel lanes by a steep 12 inch curb. The proposed pedestrian sidewalk would be 10 feet wide and would provide ample room for multiple users as well as separate users from the fast moving vehicles.
-Escape ladders and other safety and security measures will also be recommended for this concept.



EXISTING CONDITION
AT STEEL TRUSS SECTION



PREFERRED CONDITION AT
STEEL TRUSS SECTION**

*THE BRIDGE LANE AND SIDEWALK RECONFIGURATION IS A DRAFT CONCEPT THAT WOULD REQUIRE FURTHER STUDY IN ORDER TO BE IMPLEMENTED

**A DESCRIPTION OF THE PREFERRED FUTURE ROAD CONFIGURATION IS PROVIDED TO THE RIGHT

DRAFT

AUGUST 2002